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1-8. (CANCELED)

9. (CURRENTLY AMENDED) A transmission for a motor vehicle, having a transmission input shaft (1), a transmission output shaft (2), and at least one countershaft (3), the transmission input shaft (1), the transmission output shaft (2), and the at least one countershaft (3) each supporting at least one gear, the transmission having a transmission direct gear for directly coupling the transmission input shaft (1) with the transmission output shaft (2); and

~~an area a range~~ group being arranged downstream of the transmission, the ~~[[area]] range~~ group having ~~an area a range~~ group input shaft (1') and ~~an area a range~~ group output shaft (2') and ~~an area a range~~ group direct gear for directly connecting the ~~[[area]] range~~ group input shaft (1') to the ~~[[area]] range~~ group output shaft (2');

the transmission having a transmission direct gear shift element which, upon engagement of the transmission direct gear shift element, attains the transmission direct gear; and

the range group having a range group direct gear shift element which, upon engagement of the range group direct gear shift element, attains range group direct gear;

wherein when the transmission direct gear couples the transmission input shaft (1) to the transmission output shaft (2) and when the ~~[[area]] range~~ group direct gear directly connects the ~~[[area]] range~~ group input shaft (1') to the ~~[[area]] range~~ group output shaft (2'), only the transmission input shaft (1), the transmission output shaft (2), the ~~[[area]] range~~ group input shaft (1') and the ~~[[area]] range~~ group output shaft (2'), along with the transmission direct gear, and the ~~[[area]] range~~ group direct gear, the transmission direct gear shift element and the range group direct gear shift element, rotate so as to minimize friction losses within the transmission and the ~~[[area]] range~~ group.

10. (CURRENTLY AMENDED) The transmission according to claim 9, wherein the ~~[[area]] range~~ group comprises a planetary gear set.

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11. (CURRENTLY AMENDED) The transmission according to claim 10, wherein the range group has first, second and third range group shift elements (6', 10, 11) and upon engagement of the first range group shift element (6'), the range group input shaft (1') is directly coupled to the range group output shaft (2'), and upon engagement of the second and the third range group shift elements (10, 11), the range group input shaft (1') is indirectly coupled to the range group output shaft (2') via the planetary gear set.

12. (CURRENTLY AMENDED) The transmission according to claim 9, wherein the range group direct gear includes ~~an area~~ a range group connecting element (6') for directly connecting the range group input shaft (1') to the range group output shaft (2').

13. (PREVIOUSLY PRESENTED) The transmission according to claim 9, wherein the transmission comprising a drive constant gearing (4), supported by the transmission input shaft (1), which is engageable via a first transmission shift element (5).

14. (PREVIOUSLY PRESENTED) The transmission according to claim 9, wherein in transmission comprising first and second drive constant gears (4, 4') with a shift collar (9) located between the first and second drive constant gears (4, 4'), and gearings of the first and the second drive constant gears (4, 4') are supported by the transmission input shaft (1) such that the gearings of the first and the second drive constant gears (4, 4') can be engaged or disengaged via transmission shift elements (5, 5').

15. (CURRENTLY AMENDED) A transmission for a motor vehicle, having a transmission input shaft (1), a transmission output shaft (2), and at least one countershaft (3), the transmission input shaft (1) and the transmission output shaft (2) each supporting at least one freely rotatable gear, the transmission having a transmission direct gear for directly coupling the transmission input shaft (1) with the transmission output shaft (2); and

~~an area~~ a range group being arranged downstream of the transmission, the range group having ~~an area~~ a range group input shaft (1') and ~~an area~~ a

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range group output shaft (2') and ~~an area~~ a range group direct gear for directly connecting the ~~[[area]]~~ range group input shaft (1') to the ~~[[area]]~~ range group output shaft (2');

a transmission direct gear shift element for the transmission in which the transmission shift element is actuated in order to attain direct gear in the transmission;
and

a range group direct gear shift element for the range group in which the range group shift element is actuated in order to attain direct gear in the range group;

wherein when the transmission direct gear couples the transmission input shaft (1) to the transmission output shaft (2) and when the ~~[[area]]~~ range group direct gear directly connects the ~~[[area]]~~ range group input shaft (1') to the ~~[[area]]~~ range group output shaft (2'), the at least one freely rotatable gear on the transmission input shaft (1) is uncoupled therefrom and the at least one freely rotatable gear on the transmission output shaft (2) is uncoupled therefrom and only the transmission input shaft (1), the transmission output shaft (2), the ~~[[area]]~~ range group input shaft (1') and the ~~[[area]]~~ range group output shaft (2'), along with the transmission direct gear, ~~and~~ the ~~[[area]]~~ range group direct gear and the direct gear shift element of both the transmission and the range group, rotate so as to minimize friction losses within the transmission and the ~~[[area]]~~ range group.

16. (CURRENTLY AMENDED) A transmission for a motor vehicle comprising:

a transmission input shaft (1) and a transmission output shaft (2) each supporting at least one freely rotatable gear;

at least one countershaft (3);

a transmission direct gear for coupling the transmission input shaft (1) with the transmission output shaft (2) to define a direct gear state; and

~~an area~~ a range group arranged downstream of the transmission, the ~~[[area]]~~ range group comprising;

~~an area~~ a range group input shaft (1') and ~~an area~~ a range group output shaft (2'); and.

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an ~~area~~ a range group direct gear for connecting the ~~[[area]]~~ range group input shaft (1') to the ~~[[area]]~~ range group output shaft (2'); and

wherein, when the transmission direct gear is engaged during the direct gear state, rotating elements of the transmission consist solely of a power flow path in the direct gear state through the transmission and area group consists essentially of which includes only the coupled transmission input shaft (1), and the transmission output shaft (2), [[and]] the coupled area range group input shaft (1'), [[and]] the [[area]] range group output shaft (2') so to minimize friction losses within the transmission and the [[area]] range group.

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